

Shipping

OFFICERS IN VIRGINIAN SIGHTED CHINESE JUNK OFF MEXICAN COAST

Captain J. D. Greene, master of the American-Hawaiian freighter *Virginian*, which sailed from Honolulu for island ports on Sunday evening, after having discharged a quantity of mainland freight and loaded several thousand tons of sugar, reports having sighted the famous Chinese junk *Kwang Sul*, which recently was listed as an arrival at San Diego.

The *Virginian* was steaming up the Mexican coast, en route from Salina Cruz to Honolulu by way of San Francisco and Seattle, when the queer-appearing craft was seen beating her way slowly up the coast, and investigation by the officers, who turned their glasses upon the stranger, revealed that it was the long-expected war junk.

The junk is to be moored at a convenient point along the coast, where the ancient vessel is to figure conspicuously in the scene of many a bloody battle between defenseless sailors and pirates for the edification of the hundreds of thousands of spectators at the moving-picture theaters in the States.

According to the story told here by officers of the *Virginian*, the old junk looked as if it had experienced a strenuous passage. On the trip the old warrior carried a crew of forty Chinese, and, according to Captain Livingston of the strange craft, the vessel weathered the gales and seas in splendid shape.

Leaving Yokohama on May 14, the old vessel was precisely three weeks overdue, as it was reckoned by the skipper at the start that she would make the long run in five weeks. When she did not appear in six weeks, some anxiety was felt by the owners of the boat, a moving-picture concern, and it was feared that she had met with the same fate as her unfortunate sister, the *Whang-ho*, which visited San Francisco several years ago and foundered while rounding the Horn, en route to the Atlantic.

Mayor Fern May Follow Suit.

SAN FRANCISCO, Cal., Aug. 7. — Mayor Rolph's ship has arrived. No, not a mythical ship, but a real live sailing vessel—a four-masted, square-rigged ship. It came all the way from the Thames, England, where it was built, and will ply in the trade of the Pacific. The vessel is completely new and is an addition to the firm of Rolph & Lewis, the shipping firm, Lewis being Captain William T. Lewis, pilot commissioner.

To add to the glory of the vessel it has been named the *Golden Gate*. The mayor is much pleased with his new ship, and to show his enthusiasm he gave a dinner last night at the Palace hotel to the skipper of the vessel, Captain H. N. Burgess, who brought the vessel from England around the Horn. Besides the mayor and the skipper at the banquet was Edward Rainey, the mayor's secretary, and Fred J. Churchill, the latter's assistant. On going aboard the *Golden Gate* yesterday for the first time the mayor was introduced to the entire crew. He shook hands with all and asked their names. One young fellow, the cabin boy, was so excited that when the mayor asked his name he replied, "I've forgot, sir."

Rolph then asked the boy where he was from. "Hullser," answered the embarrassed youngster.

"Hullser—why, where is that?" quizzed the city's executive.

It was necessary for Captain Burgess to explain to the mayor that the lad meant "Hull, sir," and the boy has been duly nicknamed "Hullser."

Loving Cup For Sheridan Skipper.

At the Officers' club at the Presidio Captain J. M. Healy, commander of the army transport *Sheridan*, was presented with a loving cup by the officers of the Sixteenth Infantry and Thirtieth Infantry in appreciation of his courtesy during the transportation of these regiments to and from Alaska recently.

Unusual perils of ice and sea were encountered during the voyage. For seven days the ship was locked in an ice pack in Bering strait. In recognition of his skill as a navigator and consideration as master, the officers had a handsome loving cup made inscribed with the names of all on board. With the cup was presented a set of engrossed resolutions.

Sparks from the Wireless. Wireless messages were received from several trans-Pacific liners last evening including the following:

P. M. S. S. *Siberia*, en route from San Francisco, 8 p. m.—Will arrive Friday, 1 a. m., 39 passengers, 228 bags of mail.

C. A. S. S. *Marama*, en route from Vancouver, 8 p. m.—Will arrive 4 p. m. Wednesday. Sailing midnight; 11 bags of mail.

Kahuku also in touch with transport Thomas.

Inter-Island Sailings This Day.

Taking a fair list of cabin and deck passengers and a cargo made up of miscellaneous items, the inter-island flagship *Mauna Kea* was dispatched for Maui and Hawaii ports including

Hilo at 10 o'clock this morning. The steamer carried several intending visitors to the big volcano.

The steamer *Helene* is being loaded with a large freight including coal, fertilizer and lumber, today, preparatory to dispatch at five o'clock this evening for the ports of Kohala, Pailoa, Laupahoehoe and Pailoa. The vessel will carry mail but no passengers.

Two Inter-Island Arrivals Today.

Two inter-island steamers reached port early this morning—the *Claudine* from Maui ports only and the *W. G. Hall* from Garden Island. Each brought a cargo including sugar and sundries.

The *Claudine* omitted the Hawaii ports on the voyage owing to the limited time at the disposal of the vessel. The *Claudine* is listed for dispatch for regular Maui and Hawaii ports on Friday evening. The vessel returned with 124 packages sundries and a large list of cabin and deck passengers.

The *Hall* brought 4296 sacks sugar, shipments of eggs, pears, chickens, and 32 packages sundries. The steamer met with fine weather, with smooth seas and light winds, on the homeward trip.

Band Played as *Wilhelmina* Sailed.

The Royal Hawaiian Band played a pleasing serenade as the *Matson* liner *Wilhelmina* sailed for San Francisco this morning. The vessel got away for the coast at ten o'clock sharp, taking 121 cabin and 51 steerage passengers. Of the latter, many were Portuguese and Spaniards who are leaving the sugar estates to take up work in mines, fruit ranches and railway camps on the Pacific coast.

The *Wilhelmina* was supplied with a fair line of freight for the most part sugar and preserved pineapples. A wealth of floral leis and streamers added to the picturesque of the departure of the popular liner.

Buyo Maru Now At Wharf.

After twenty-four hours fumigation at the quarantine anchorage, the Japanese liner *Buyo Maru*, from Central and South American ports was brought inside the harbor early this morning and is moored at the Hackfeld wharf where a portion of the 2100 tons nitrates will be discharged. This vessel carries in transit for Japan and China ports one hundred and seventy passengers, including a number of European as well as oriental merchants and business men. The *Buyo Maru* is expected to be dispatched for Yokohama on or about Saturday.

Siberia Seaman Is Released.

According to report brought to this city today with the arrival of the *Honolulu*, Peter Grifall, former quartermaster of the steamer *Siberia*, who has been serving a month in the Alameda county jail instead of paying a fine of \$300 for smuggling opium, was released by United States Commissioner Francis Krull. Grifall took the paper's oath, which the special agents of the treasury department opposed, claiming that he was well to do and could pay the fine. The finally satisfied Commissioner Krull that he had no money.

Nippon Yusen Kaisha Buys S. S. *Hillcrag*.

Word has been received at Manila that the S. S. *Hillcrag*, formerly the *Bannackburn*, has been sold by the Jetson Shipping Company Ltd. (H. Evans & Co., London) to the Nippon Yusen Kaisha. The price paid is stated to be about \$54,000. Last September the vessel was purchased by Messrs. Evans & Co. for \$42,000.

The *Hillcrag* Is a Steel Steamer of 4926 tons gross and 3156 net, carrying 8300 tons deadweight. She was built in 1908 by Messrs. Russell & Company, Port Glasgow.

Denied Space in Trans-Pacific Liner.

VANCOUVER, B. C., July 26.—A heavy shipper has just applied at Victoria for space for 300 tons of export goods to China and Japan on one of the regular lines, and was informed by the agents, who six months ago were seeking to secure cargo, that they could not promise and space prior to November 1. This is one significant indication of the great increase in business in the trans-Pacific trade. Overseas vessels are loading capacity cargoes of flour, feed and lumber for Oriental and European ports, and it is declared by leading shipping men that there has never been less idle Pacific Coast tonnage than now. An increase of rates, it is asserted by leading shipping men, is probable if the struggle for tonnage is maintained.

Rates are increasing all over the Pacific, and the sailing vessels which fought for the old unit rate of 27s 6d to carry grain to the United Kingdom from Pacific Coast ports are getting 50s this season. A few weeks ago vessels were offered at 35s for this business, but the Killarney, Ramhill, Metropolis and Wilcombe Park recently taken are all fixed at the higher rate, and the Danish steam-

TIDES—SUN AND MOON

Date	Time of Tide	Height of Tide	Time of Tide	Height of Tide
Aug. 12	4:00 a.m.	2.3	5:30 p.m.	5.39
13	4:40 a.m.	2.1	4:12 p.m.	11.40
14	5:17 a.m.	1.9	5:04 p.m.	10.35
15	5:50 a.m.	1.6	5:58 p.m.	9.30
16	6:23 a.m.	1.3	6:53 p.m.	8.25
17	6:53 a.m.	1.0	7:48 p.m.	7.20
18	7:20 a.m.	0.8	8:43 p.m.	6.15

New moon Aug. 12, 9:27 a. m.

WEATHER TODAY

Honolulu, T. H., August 14, 1912.
Temperature—6 a. m., 75; 8 a. m., 78; 10 a. m., 81; 12 noon, 80. Minimum last night, 74.
Wind—6 a. m., 4 E; 8 a. m., 8 E; 10 a. m., 8 NE; Movement, past 24 hours 185.
Barometer at 8 a. m., 30.04. Relative Humidity, 8 a. m., 64. Dew-point at 8 a. m., 64. Absolute Humidity, 8 a. m., 6.577. Total rainfall during past 24 hours, 0.

VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

Wednesday, Aug. 14.
HANA — Sailed, Aug. 12, schr. Honolulu, for San Francisco.
YOKOHAMA — Arrived, Aug. 12, S. Korea, hence Aug. 1.
SAN FRANCISCO — Arrived, Aug. 13, 6 p. m., S. S. Lurline, hence Aug. 6.
Arrived, Aug. 13, U. S. A. T. Thomas, hence Aug. 5.

AEROGAMS.

S. S. *MARMA* — Will dock at Alakea wharf about 4 p. m. from Victoria.
S. S. *SIBERIA* — Will dock at Alakea wharf Friday at 7 a. m., and sail for Yokohama about 5 p. m.

er Kina coming to the North Pacific in the Danish-East Asiatic line from Copenhagen is getting a rate of 42s for a cargo of grain for the United Kingdom of Continent.

About three years ago when the T. K. K. commenced the South American line, there was but little cargo that the three South American liners of the T. K. K. could get, and the company sustained a serious loss, but of late, the goods to be conveyed to and from South America, have increased considerably. The nitre, which is imported from Chile exceeds 30,000 tons now and the rice, beans, articles for military use and others which are shipped from Japan amount to a considerable quantity. Such being the case, the three South American liners do not suffice to carry the merchandise and the T. K. K. has been obliged to reject some applications for shipments. In addition, the cotton produced in Chili and Peru, whose quality is reported to be very excellent, will shortly be in demand in Osaka, and cargoes for the T. K. K. vessels are expected to increase considerably. As a result, the T. K. K. is reported to be adding three more steamers to the South American line, which will ply to and fro monthly.

A new and very striking development in trans-Pacific passenger travel was communicated to "The News-Advertiser," Vancouver, B. C., by an official of the Grank Trunk Pacific Company, the Vancouver agents of the Cunard Company. "In an effort to minimize the burden of responsibility of the captains of the *Mauretania* and *Lusitania*, the two largest steamships of the Cunard line and the two fastest in the world, it has been decided that each vessel shall in future have two captains," it was explained.

"This was disclosed on the arrival of the *Mauretania* in command of Captain W. T. Turner, assisted by Captain S. G. McNeil, royal navy reserves, to whom has been given the title of staff captain. Capt. J. T. W. Charles, skipper of the *Lusitania*, will have as his assistant, Staff Captain J. F. Simpson.

"The staff captains in no way will be responsible for the navigation of the ship. That will be entrusted to the captain. The staff captains will have charge of the discipline and efficiency of the ship and crew. They will have charge of the lifeboats and be responsible for their equipment in emergency. They will see that members of the crew are drilled thoroughly. The officers of the ship will be under the captain of the ship, and the purser, chief steward and engineer's force receive orders from the staff captain. Inspection of the ship, its sanitation and other duties which heretofore were performed by the captain now will be done by the staff captain.

"The duties of the staff captain will relieve the captain of much detail work, thereby giving him a better chance to devote his time strictly to the course of his ship."

PASSENGERS ARRIVED

Per M. N. S. S. *Honolulu*, from San Francisco—For Honolulu: Louis Amiel, Mrs. E. Andrews, Miss A. Atkinson, Mrs. E. R. Ayer, Miss Rae L. Beach, Mr. and Mrs. C. H. Cady, D. Dockstader, Miss Ellen K. Dwight, Miss M. Parko, Miss Jennie K. Grievie, W. M. Griffiths, Rev. J. Guibert, Prof. T. S. Hafford, Frank M. Hall and children, F. H. Kanne, Mrs. N. M. Lord and child, Mr. and Mrs. E. A. May, Miss Evie Morris, D. Mullins, Miss Dorothea Naylor, Miss Edith Naylor, M. S. Neugass, Dr. Wm. Osmer, Miss P. Paulsen, Miss Clara Reiman, Dr. Homer Smith, W. H. Smith, Miss Stella M. Templeton, Mr. and Mrs. Geo. Turner, A. J. Thompson, F. Earl

ODDS AND ENDS AT THE PORT

The *Matson* liner *Honolulu* arriving from the coast this morning brought 187 sacks of later mainland mail.

The local staff of customs men rose to the occasion yesterday in the boarding and dispatch of four trans-Pacific steamships.

A Japanese orchestra is said to have added much to the pleasure of cabin passengers in the big liner *Chiyo Maru* on the present voyage.

A large quantity of lumber and other cargo is going out of the *Matson* Navigation freighter *Hyades*, now at the upper end of Hackfeld wharf.

Three large gangways added materially to the prompt embarkation of passengers in the *Matson* Navigation steamer *Wilhelmina* for the Coast this morning.

Sailing for Victoria and Vancouver at 6 o'clock last evening, the Canadian-Australian liner *Makura* carried a small number of passengers booked at this port.

The oceanic steamship *Sierra* with passengers, mails and general cargo for Honolulu is reported to have sailed from San Francisco at 2:30 yesterday afternoon.

Twenty-one hundred tons of nitrates from South American ports are to be discharged at Honolulu as part of the cargo brought by the Japanese liner *Buyo Maru*. The vessel will berth at the Hackfeld wharf.

A Suva dispatch states that the Canadian-Australian liner *Zealandia* was delayed there through a strike of firemen. The trouble with the firemen and trimmers took place on Sunday owing to the fact that one of their number had been sentenced to twenty-one days' imprisonment for insubordination. After a conference between the manager of the company at this port and the strikers, the men resumed work, after being "out" three hours.

Wheeler, Mr. and Mrs. B. C. Wilson, Messrs. Ward and Manning, Misses Cleveland and Merritt.

Per str. *Claudine*, from Maui ports—Mrs. C. W. Booth, Miss S. Booth, Miss M. Booth, Miss M. Mengler, Mrs. Kallapa, Miss V. Kallapa, Father Martin, C. Hansen, Miss M. Nahe, Mrs. G. W. H. Ewing, Miss Hair, Edw. Hair, Miss Campbell, Miss Little, Mrs. Mann, Sister Helena, E. O. Born, David Withington, Earle Cooke, A. D. Martin, C. Fiebig, R. Quarles, Mrs. A. E. Bruce, S. Sakuma, M. Martin, Rev. S. Sneoks, K. Omura, I. Toyama, Mrs. K. Keuke, J. J. Coelho, Mrs. C. Sun, W. F. Forrest, W. Dingie, Mrs. Iwamoto, J. M. Bright, Edgar Wood, Ed Slum, S. A. Sun, H. S. Decker, Ah Sang, Jim Asam, 53 deck.

Per str. W. G. Hall, from Kauai ports—A. Yamasaki, Tsunifuro, C. Maser, Mrs. Maser, Mr. and Mrs. J. Friel, 19 deck.

PASSENGERS DEPARTED

Per M. N. S. S. *Wilhelmina*, for San Francisco—Miss L. A. Andrews, W. P. Alexander, J. C. Ables, Luet Ball, E. W. Barnard, Miss Ruth Blodgett, E. Bower, Judge W. Bennett, Mrs. W. Bennett, H. S. Bothwell, Mrs. W. Booth, Willie Booth, Ferris Booth, Mrs. H. R. Cardwell, A. Campbell, O. Chadwick, Miss E. Darsie, Mrs. M. E. Doyle, Miss E. Duffy, F. C. Denkiner, Mrs. F. C. Denkiner, Miss M. V. Elmer, C. F. Elwell, Mrs. C. F. Elwell and child, Miss C. Edgerton, C. W. Edgerton, Capt. W. D. Forsyth, Mr. Froelicher, Mrs. Froelicher, C. W. Foster, J. A. Gibb, J. R. Galt, John Galt, Geo. Gay, Miss Ethel Gay, H. H. Garstin, Mrs. H. H. Garstin, S. W. Howell, Mrs. S. W. Howell, Oswald Hind, F. Horner, J. Horner, F. Hird, Miss Grace Hayman, Miss Juanita Holmes, C. N. Hughes, Miss V. Hamilton, J. W. Jenkins, Mrs. M. O. Jennings, Miss C. F. Jennings, L. Kilgariff, Mrs. John Kilgariff, Miss Lorna Kilgariff, Miss Doris Kilgariff, Mrs. F. Kimble, Miss R. Kimble, Miss M. B. Kimble, F. S. Knight, Mrs. F. S. Knight, Dr. C. F. Little, Miss B. B. Little, W. L. Lawson, Mrs. W. L. Lawson, A. P. Low, John Madden, Miss E. Merz, Miss L. Merz, Mrs. C. W. McNear, Miss McNear, Miss P. McCarthy, Mrs. H. G. Noonan, Mrs. J. H. Newbauer, maid and three children; W. R. Ouderirk, Miss K. L. Phillips, Miss G. H. Phillips, Mrs. Phleger, Mrs. Phleger, Miss S. Pichel, Miss M. L. Perley, Miss L. A. Parker, Selwyn Robinson, P. E. Spalding, F. M. Sammins, Miss F. M. Sammins, C. R. Sammins, Miss O. Saunders, Mrs. L. Spalding, E. J. Sampson, Mrs. E. J. Sampson, Miss A. W. Tucker, Mrs. L. Tyler, Mrs. E. D. Tenney, Miss E. Lay, Mrs. V. O. Walker, Mrs. S. G. Wilder, Miss H. Wilder, Mrs. A. A. Wilder, Miss Helen Ward, L. Williams, S. P. Wing, Miss A. M. Wadsworth, F. O. Yap, Mrs. J. F. Young, Mrs. M. P. Younger and child, Stanley Woodruff, Mrs. M. Welcker, C. H. Wilcox, Mrs. C. H. Wilcox.

ARRIVED

Wednesday, Aug. 14.
San Francisco—Honolulu, M. N. S. S. a. m.
Kauai ports—W. G. Hall, strmr., a. m.
Maui ports—Claudine, strmr., a. m.

DEPARTED

Tuesday, Aug. 13.
Manila—Sherman, U. S. A. T., 5:30 p. m.
Victoria and Vancouver—Makura, C. A. S. S., 6 p. m.
San Francisco—Chiyo Maru, Jap. strmr., 8 p. m.
Kauai ports—Kinau, strmr., 5 p. m.
Wednesday, Aug. 14.
San Francisco—Wilhelmina, M. N. S. S., 10 a. m.
Hawaii via Maui ports—Mauna Kea, strmr., 10 a. m.

NEW OFFICERS IN HONOLULU

Two new navigation officers were found enrolled with the *Matson* Navigation chartered liner *Honolulu* when that vessel moored at Hackfeld wharf before seven o'clock this morning after a fine run down from San Francisco with a large cargo and a full list of cabin passengers.

The vessel while the position of third mate is being held down by J. Grumley.

Captain Frederick Bennett, reported fine weather with smooth seas. The *Honolulu* clipped off 349 miles a day during a portion of the trip and could have easily made the port late yesterday afternoon had the officers chosen to crowd the liner in gaining this port.

Three thousand tons freight from the mainland, with 700 tons for discharge at Kahului arrived in the vessel. The cargo includes eleven automobiles.

The local postal officials received 187 sacks mail. On the after deck traveled 18 cows, 4 horses, 6 sheep, a calf, and 2 bullocks the live stock for the Isenberg ranch.

The list of passengers included a bunch of gay and festive theatrical people who will open engagements at the local play house. The *Honolulu* is to be dispatched for the Maui port on Friday evening and is due to return to Honolulu on Sunday, here to finish the cargo for the coast and be ready for dispatch for San Francisco at ten o'clock next Wednesday morning.

Two prospective brides were a feature of the list of arriving passengers.

CREW OF INTREPID SUE SPRECKELS FOR SALVAGE

Arguments in a case that has been pending for five years were heard by U. S. District Judge Dole this morning, when attorneys sought to show the relative amount that the crew of the tug *Intrepid* should receive for salvaging the ship *Loch Garve*, which went ashore on the reef at Molokai on March 6, 1907.

J. D. Spreckels, owner of the tug, was awarded \$4000 salvage by the government for the work of the tug and its crew. The members of the crew claim they have not received their share of the money, though the owner agreed they were entitled to a portion. James J. Delaney, the chief engineer, and Harry W. Gahen, first mate and pilot of the tug, testified this morning to the number of men comprising the crew and to the wages paid them.

The court asked for legal citations sustaining the points in contention between Attorney W. T. Rawlins, counsel for the crew, and Judge Stanley, counsel for the owner of the tug, and will decide the case later.

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MARCONI SITES SELECTED; ENGINEER WILL START WORK

Sammis Sails to Arrange for Building \$500,000 Wireless Plant

With arrangements practically completed for the sites for the two stations which will constitute one of the largest and most powerful wireless plants in the world, F. M. Sammis, chief engineer of the Marconi Wireless System in America, sailed for San Francisco this morning to arrange for the dispatch of the materials for the construction of the stations here. It is probable that within a few weeks a resident engineer will arrive to take charge of the work, which it is estimated will take eighteen months to complete.

The two stations to be built here will cost \$500,000 and the masts, forty in number, will be of steel. One of the stations will be for the receipt and transmission of messages from and to the mainland, and the other will have direct communication with the great wireless station to be built in Japan by the English branch of the Marconi Company. It is understood that pending action on the Federal plans for naval wireless stations in Guam and the Philippines, arrangements for the plants of the Marconi system in the same localities will not be completed.

GOOD VOYAGE FOR SEAFARER

SAN FRANCISCO, Cal., Aug. 7.—The schooner *Seafarer*, which took part in the race to Honolulu and, in spite of her size and well-known speed off the wind, failed to win owing to following a course too much to the southward, arrived from Honolulu yesterday afternoon at 3 o'clock, an even 22 days out.

Capt. L. A. Norris was met at the San Francisco Yacht Club landing by F. G. Phillips and A. W. Pollansbee Jr., the latter of whom sailed on the *Seafarer* during the race, but returned to San Francisco by steamer. Mrs. Norris, who accompanied her husband throughout the entire trip, told of having had a delightful time.

The trip up, all of which except the last day was dead to windward, although a trifle slow, was very enjoyable, the wind being steady and not too strong throughout. The last day was the record for the voyage, the log showing 213 miles, which was made with the wind pretty nearly on the beam.

The schooner's propeller, which, with an auxiliary engine, is used to give her steerage way in light weather, will be replaced, having been taken off for the race. The *Seafarer* will remain at her moorings off the San Francisco Yacht Club landing in cruising commission.

DARROW WILL LEARN

(Continued from Page 1)

The detection of the plans to bribe the jury, it is said resulted in the confessions of the two McNamamas. Darrow indicted.

With Franklin's confession behind him, District Attorney Fredericks secured the indictment of Darrow. The trial which has continued several weeks followed.

The trial developed much sensational testimony during which the inside history of the manner in which the McNamama confessions were secured was published. Lincoln Steffens, the muck raker appeared as witness to tell of the connection he claimed that he was more than an anarchist and that he was a "social revolutionary."

The closing days of the trial have been marked with bitter speeches, the district attorney classing Darrow with Benedict Arnold and Judas in his argument to the jury and the defense replying that Judas was a better man than the district attorney, inasmuch as he saw the error of his ways and went and hanged himself.

With the end of Darrow's trial, the scenes in the probing of the great dynamite conspiracy will shift to Indianapolis where the federal government will prosecute a number of persons indicated for complicity in the conspiracy.

DIVORCEE HERE

(Continued from Page 1)

her future conduct should be irreproachable. Since doing so, he has heard reports that she was not living up to her agreement and through investigation by Pinkerton detectives learned that the reports were true and so felt justified in discontinuing the allowance. Mr. Andrews presumes that the former Mrs. Andrews is here to attempt to renew the arrangement as to money.

"Mr. Andrews observed every legal requirement in securing his divorce and its validity is unquestioned." "Mr. Andrews is such a moral man himself," said Mrs. Andrews referring to the statement made by Lorrin A. Andrews.

"He seems to be very much afraid that I am going to make trouble for him. I have no statement to make until I see Mr. Lightfoot, my attorney."

When found at the Majestic Hotel this noon, Mrs. Andrews was busily engaged in unpacking trunks. With Mrs. Andrews is Miss Ida Poulsen, also of Portland, Oregon.

At the hotel Mrs. Andrews is registered as Mrs. Lorrin Andrews.

Laden with lumber, the bark S. C. Allen is reported to have sailed from Gray's Harbor for Honolulu yesterday.

Star-Bulletin Ads. are Best Business Getters.

LOST.

Bunch of keys. Finder please return to Hon. Brew & Malt Co.

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